

The National *Falcon* News

The Monthly Magazine Of The Falcon Club of America

January 2012



Bill & Dillon Honor
Ft. Wayne, Indiana

1969 Australian "GT" Tribute Falcon

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Cover: Bill & Dillon Honor

Frequent Contributor Bill Honor has always been fascinated with the Australian Falcons—he has written about them here before. When he saw prices going sky high for the real thing, he and his son, Dillon, conjured up this "Aussie Tribute Falcon" and did it with all their own flourishes. See the story on page 16.

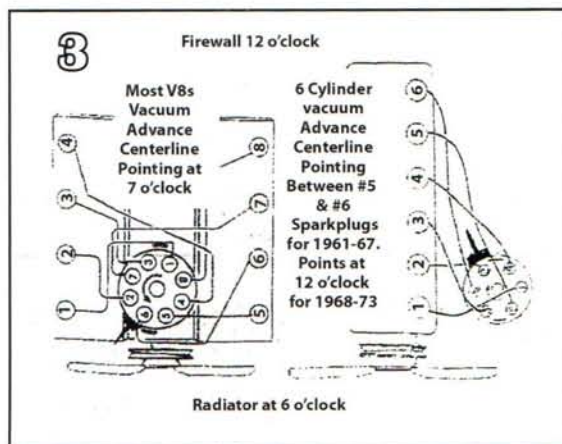
Think your Falcon should be on the cover? Send in high resolution digital photos (300 dpi at 8 x 10 inches). Please remember to set your camera on "High" or "Fine" for the best size/quality of the photo.

Next Month: Falcon Migration

Look for full coverage of the 2010 Migration to Steamboat Springs for the annual FCA Meet. Seeing how much fun the migration can be will help you get motivated to register early for the 2012 Nationals in Louisville, Kentucky. Use the form in this issue to register early and help out the hosting chapters.

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TIMING TECH TIP

By Jim Bycroft

Reprinted from The Desert Flyer, newsletter of the Arizona Chapter, Bill Lind Editor

This month's article is about improving timing as extracted from an instruction included with carburetors sold by Pony Carburetors, Las Cruces, NM. Permission to print this information was granted by Gary Sperling CEO of Pony Carburetors.

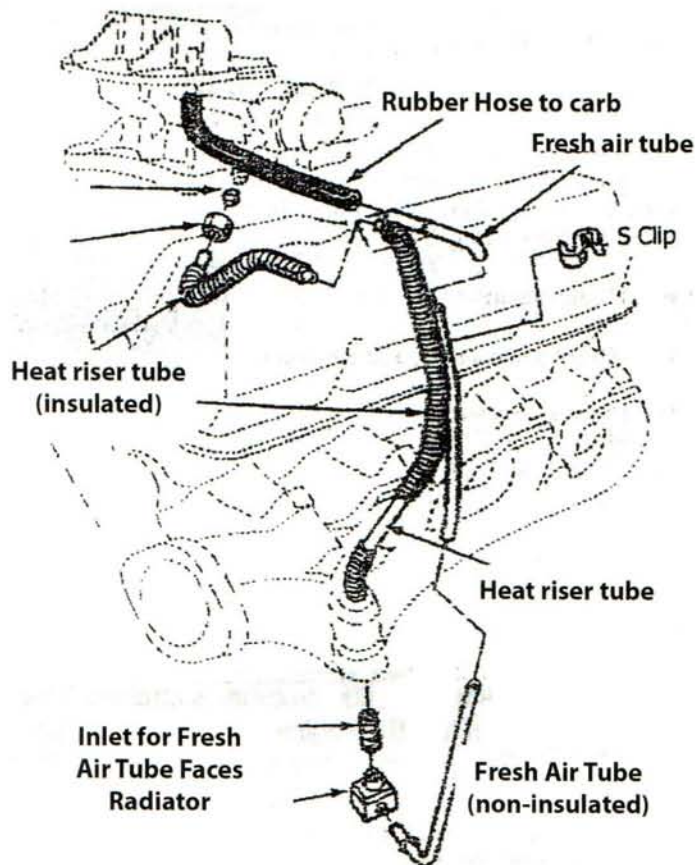
The following article offers a different twist that most of us don't know or think about when approaching the task of resetting timing or attempting to improve our cars performance. This is one of the most intelligent instructions I've ever seen sent with a new or rebuilt carburetor.

Could be why after all your efforts of replacing your carburetor and engine components your original equipped engine still stutters and stalls as you attempt to accelerare away from the stoplight.

The installation instructions are basically the same as you would get with any new or rebuilt carburetor with the exception of step #7—

1. Place a new base gasket on the cleaned surface of the manifold.
2. Tighten the four manifold studs gently and uniformly to typically 10/15 ft. lbs. torque. Don't over tighten.
3. Attach throttle linkage.
4. Attach Choke Heat Riser Tube to carburetor's choke housing, if so equipped.
5. Install a new fuel filter either at the carburetor or fuel pump (New filters are included with each carburetor sold by Pony Carburetors).
6. Attach the fuel line to the carburetor. Note: Teflon tape is recommended on male threaded hose nipples or threaded lines to prevent leakage. Be sure to keep the tape away from the line's orifice. Tape not needed on flared line connections.
7. Most Important! If the engine idles too slow, or will not stay running, read "Timing Instructions" that follow before adjusting the carburetor.

Heat Riser Tube Installation Most V8s set up like this



Explanation

Clean filtered ambient temperature air enters the non-insulated fresh air tube. This air is pulled through a sealed passage in the exhaust manifold and heated. The hot air then is carried via the insulated heat riser tube to the choke housing to operate the bimetal spring in the black choke cap.

Purpose

The sealed two piece system keeps dirt and foreign material from entering the choke assembly and seizing the choke piston.

—Continued on page 22

Feature Falcon: Bill Monroe's 1964 Futura Convertible



Bill Monroe (FCA #7605) of Saratoga, California sent this photo along with his renewal. It was taken at Laguna Seca Raceway in Monterey. He has owned this Falcon since 1968 and plans to send a story and photos this year. We will look forward to seeing more of this very nice Falcon.

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Classified Advertising

How to Advertise In The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

ALL ADS MUST INCLUDE YOUR LOCATION.

IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

NEW!

Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

Falcons For Sale

1962 Falcon Futura, white, blue interior. Inline 6-144 cid. Good glass, trim, and chrome. New plugs, carburetor, vacuum advance, distributor cap/rotor, and fuel pump. Runs good. Some rust rear passenger quarter. Includes fender skirts, original sales catalog, and maintenance manual. \$4900 OBO. Holly Casillas, 309-496-2761 or nursehol-lace@hotmail.com, IL.



1962 Falcon two door wagon. Original 144 CID engine runs well. Three speed standard transmission. New brakes including master cylinder. New exhaust. Fuel system overhauled in November 2010. Excellent interior. Original paint. Minor rust on hood and quarter panels. Driven regularly and kept garaged. \$7,500. Can e-mail photos. duford6@q.com. Stephen Duford 503-932-1575. OR.



1962 Falcon four door sedan. Original 170 CID engine runs well. Three speed standard transmission. Body is excellent. No rust. Good interior. One tear in driver's seat. Carpet on driver's side worn. Can be driven daily. White exterior. Red and white interior. Kept garaged. \$6,000. Can e-mail photos. duford6@q.com. Stephen Duford 503-932-1575. OR.



1962 Falcon 2 door sedan. It has a '61 grille and front bumper. This car was completed 10 years ago. I put about 2000 miles on this car in those 10 years. The body is good and solid with no rust. The engine is a 351 Windsor, bought new, in a crate, from Ford. The frame is full, front to back, with a full roll cage. It has a Mustang II front end and a narrowed 9" rearend (4:57 posi) and a 4 link suspension. It's a C-4 automatic with a Hurst QuarterStik shifter with a Line-Lock. Both the driver and passenger seats have Simpson 5-point harnesses. Disc brakes; Mustang II in front, Continental on the rear. Aluminum radiator and Optima battery. 15 gallon fuel cell in the trunk. The car has a clear title. Reason for selling; it's time to move on, time for a change. I want to buy a different car to enjoy as much as I did this one. This is a fun, great looking, running and driving car that gets lots of attention. I will answer all questions. The car is in, Nebraska. Lowered asking price; \$25,000. John Erickson, FCA #14050; 402-203-0408 or John Erickso54@yahoo.com.



1962 Ford Falcon 2 Door Sedan. Baby blue. 1987 302 EFI Mustang drive train with AOD transmission. 8" Ford rear end with 355 gear ratio. Chassis has sub frame connectors. Aluminum radiator. 4 point roll cage. Rear seat delete. Bucket seats. \$9500 OBO. Elliot Sande, 386-804-9231 or sandflyss@gmail.com.

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1962 Ford Falcon Ranchero. Health challenges stopped restoration. 5.0 w/throttle body FI, AOD transmission w/new floor shifter. Hooker Super Comps Headers w/exhaust gas analyzer bung installed and second bung in the box. New Summit 909189 mufflers, two each. New radiator w/outlet moved to left side and new radiator hoses and thermostat. Ford big block sparkplug wires w/rocker arm rails. Chrome rocker arm covers and oil pan w/new pump and pickup. Granada front end w/disc brakes, new upper ball joints, 8" rear end w/cut down trued and balanced drive shaft & 15"x7" chrome wheels. Two spare tires w/chrome rims, one standard and one blow up. New floor pans two-piece for each side and a 1963 Falcon transmission cover. Heater shrouds, inlet air and hard defroster. New turn signal switch w/turn lever ITB. ITB gas tank sending unit and a frame rail fuel pump. New

rear brake shoes and new shocks all around and a new brake master cylinder. A new steering wheel -- Grant 415 w/horn button. Also, a 1991 Mustang 5.0 roller motor with multiport FI, new timing chain and sprockets, new roller lifters and push rods, plus all hardware (spider etc). New high performance fuel injectors and Painless 60510 wiring kit ITB, most related relays. Please forward this to anyone you think might have an interest. \$3,950.00 or best offer. Please call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis.

1963 Falcon Tudor Post Sedan. Car was converted by prior owner from 6, auto to 302 with AOD trans. Has power brakes, dual master cyl, Ford 84-85 alum intake with 600 cfm Holley. Front Granada disk brakes, 5 lug with 8 inch open rear. Dual exhausts, serpentine belt set up, Duraspark ignition and good stainless with rechromed front and rear bumpers. Also has new front and rear plain gray door panel inserts to match the bench seat combo of blue/gray interior. Body solid with pearl white paint and light tint on windows. Please call Louis 413-250-7806 or griff015@netzero.net. Asking \$7900 or offers. Looking for 1963 V8 with 4 speed. MA.

—Continued on page 10

President Message: Chuck Beason

The 2011 FCA calendar of events was very busy for our Chapters and membership. FCA Chapters hosted 6 Regional Meets and the National Meet in Steamboat Springs, CO. Hosting these events takes a lot of work and planning. Thanks to the hosting Chapters and the FCA Membership for making these events successful.

January is a good time to make plans to attend FCA Regional Meets and the FCA National Convention in July. Once again I would like to stress the importance of pre-registration for these events. Pre-registering helps the hosting chapters in their planning and preparation for a successful meet.

The Chapters hosting the 33rd FCA National Convention are putting together a schedule of events that will give everyone something to do. The Louisville area has plenty to see and do and is also the home of 2 Ford assembly plants. We look forward to seeing everyone there.

Carolyn and I would like to wish everyone the very best for a Happy and Prosperous 2012. Don't forget to "Take A Kid To A Car Show" in 2012.

Remember, take a kid to a car show!

—Chuck and Carolyn



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This 1963½ Ford Falcon Sprint two door hardtop is custom in every way. It is built in a modern industrial style, with nothing polished, everything brushed, exposed lug-type mounting hardware used through out to tie everything in, from the body bolts, to bumper, headliner, console, door panels, and seats—all the way through.

Under the hood is a 2002 Mustang modular 4.6 over head cam Ford Racing engine with a Procharger system, inter-cooler, and Bowlers electronic over drive computer shifted transmission.

—Continued on page 12



Classified Ads

—Continued from page 7



1963 Falcon Convertible. New everything. Full restoration completed in January, 2011. Rebuilt and modified 302 ci engine, headers, custom exhaust, rebuilt T10 3 speed trans. Reinforced differential with 3:55 gears. Very Quick and Reliable Car. Red with a black custom interior and a black top. \$15,500 Firm. Pat Wilson 973-579-7205 or info@fordfalconstuff.com. NJ.



1963 Falcon four door. 170 cubic inch, 6 cylinder. Automatic, all original. No rust ever. 38,000 miles. \$6500. Call Harold Estes, 518-568-7161. NY.

1963 Falcon Convertible, 6 cylinder- 3 speed marvel. Red with black top, nice drive. \$9,500. Mike, 832-347-2641 or coconutisle@gmail.com. Houston, TX.

1964 Falcon Sprint, 260 or 289, 4 speed, also 1964 Futura, 200, auto, HT, vinyl roof. Both were running when parked, \$2000, OBO, for both. Ted Johnston, ted.carol@verizon.net. RI.

1964 Falcon Sprint Convertible. Recent Restoration. Red with white top- 260, 4 speed. \$17,500. Mike, 832-347-2641 or coconutisle@gmail.com. Houston, TX.



I have a super original Sprint for sale, I am the second owner. The car is originally from Long Beach, CA and brought to the state of Washington in 1986. The original miles are 123235. The only things not original are the front bucket seat covers (was not able to restore) and new carpet. Has the original 260 V8 and two-speed auto transmission. The original owner is now 94 years young. She had a FM converter put in years ago and is plays on the original AM radio—pretty cool. The paint is original and looks real nice. Tires are fairly new and has the stock wire caps. I have several photos if you would like for me to e-mail them. Asking \$14,000 for her. My e-mail is. Earl Aldridge, cell is 417-254-0357 or ealdridge@centurytel.net. I also have much documentation. MO.

1964 Falcon Window Van. Rolling chassis set up for 302 V-8 and AOD transmission. Rebuilt Ford 9 inch rear end installed. Minor rust in front of rear wheel wells. Some small dents. Underside sandblasted and clean. Interior package and outside chrome package included. Many spare parts as well. Asking \$3500 OBO. Lloyd Marshment, 519-542-3684 or gear_head@cogeco.ca. Ontario, Canada.

1964 Falcon Deluxe Club Wagon, 170 six 4 speed column shift. \$1500 with many extra parts including 3rd row bench seat and 9 in rear end. Run as is or restore. Pat, 650-969-4354 or patstarr@asme.org. CA.



1965 Ford Falcon Futura four door, six cylinder 200 engine, automatic transmission. 82,000 miles (approx), original. Have dealer paperwork from when purchased. I am only the second owner, my uncle's father purchased the car in 1965. Needs floorboards, interior work, body work and paint, ball joints and shocks. Has good frame. Engine runs great, transmission and rear end in very good condition. \$1500. Lots of new parts on car. Can be seen at 3125 Apt. D, Normandy Wood Dr., Ellicott City, MD 21043. Or call 410-465-5732. Ed Tucker.

1965 Falcon two door. Professionally rebuilt 6 cylinder engine and C-4 transmission About five years ago. Has been sitting for about 3 years. Needs body work and paint. Interior needs to completely redone. I have \$7000 invested will sacrifice to a good Falcon lover home for \$2000 or best offer. Email cajunbuckeye@cox.net or call 337-247-5991. LA.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

1965 Falcon Sedan Delivery. Completely restored California car. 289 ci with auto trans, AC, louvered hood,

Crager SS wheels. Pictures available upon request. \$20,000 serious buyers only. Very rare vehicle, fewer than 600 produced, appraised at \$23,000. Ed Jackson, 989-289-2547 or eddebrns@gmail.com MI.

1965 Falcon Futura convertible, V8 PS PB. Maroon with two-tone maroon and black custom interior. Original 289-2 bbl replaced by a 1987 302 HO V8 and Holley 4180 4bbl with a very smooth idle. Rebuilt C4 automatic. New starter, alternator and battery. More work performed to improve reliability, safety, and cosmetics than can be listed here. Restored to be an excellent, trouble free driver that shows very well. There is no rust. Dash restored just this month! I will gladly send pictures and can help arrange shipping. \$14,900 OBO. Please e-mail or call Greg Rea at gregorykrea@gmail.com or (734) 218-5302. MD.

Ford Falcon Squire Deluxe V8 64,050 original mile rust-free California car. Bucket seat console with factory ashtray and factory tinted windows throughout. New paint, trim, 289 CI Autolite four barrel, C-4 transmission, suspension, disk brakes, wheels, tires, headliner plus MUCH, MUCH MORE!. \$21,500. Danny, danieljack-marsh@gmail.com or 415-755-8144 Northern CA.

1965 Falcon Futura two door sedan 50,000 miles. Original 289 cid four speed bench seat car (sleeper). Car white needs paint/new ivy gold interior. Replated dash plastic, Vintage air, dash mounted "Sprint" tach, rebuilt engine, four speed toploader, carb, Pertronix breakerless ignition, New Hi Po manifold and exhaust, Power disc brakes, 8in Trac lock (3:50), new 225/60/15 tires an Torque Thrust Mags. Calif Black Plates. Rare car \$14,000. Harold 415-819-6169 or iibysear@pacbell.net. San Francisco.

Kellogg's Garage Cars For Sale. 1965 Futura 4 door wagon, 289, auto, air, power steering, \$2995. 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404 4 door, 289, auto, power steering, \$2495. 1965 Falcon 2 door sedan, 200, 3 speed, \$3995. 1965 Falcon 2 door sedan, 302, 3 speed, \$1995. 1963 Falcon 4 door, 170, 3 speed, air conditioning, \$1995. 1962 Futura, 260, 4 speed, \$3495. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon 4 door wagon, 170, 4 speed overdrive, \$3495. Detailed pictures on request. Call or email Lenny Kellogg @

Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

Falcons Wanted

Wanted: 1965 or 1964 Ranchero. Paint, trim and upholstery unimportant but must be mechanically sound and without major damage. I joined FCA specifically to find a daily driver from a trusted source at a reasonable price. Bernie Powers, gbpowers@aol.com (subject: Ranchero) or 904-387-9990 (9-5). FL.

—Continued on page 14



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Flush fit glass, shaved handles, removed trim. Body was a unibody but has had full Indy Car style monocoque subfloor built, with small rectangle tubing for supports and sandwiched smooth 18 gauge sheet metal top and bottom for a smooth and strong body.

All steel interior except for the two piece bolt in seats.

Huge Kicker stereo system, with two 12" subs, four sets of component speakers, and two huge amps.

Hot Rod Air Heat and Air unit.

Bilstein shocks.

Bonspeed 18" and 20" brushed Big Block style rims, wrapped in BFG rubber.

Dynamat insulation.

Tons of custom body mods, slimmed down bumpers to steal style from Mustangs and Camaros, partial roll pans front and rear, front clip molded on and inner fender and inner panels fabbed, for a totally smooth backside of all front end and engine panels.

Tubular custom front suspension, triangulated four link rear. Custom smooth shaped rod ends.

Dutchman Quickchange rear end.

Flowmaster Mufflers and full mandrel bent exhaust system, custom flanges through out.

Hot Hues by DuPont Amber extasy gold with satin charcoal hood, roof and trunk.

Bottom of body is smoothed and painted the amber color in satin.

All the chassis has has every weld dressed and body worked, and painted the amber color in base coat clear and polished for a super smooth nice look.



Reprinted from
StrangeMotion.com
Rod & Custom
Construction

1963½ Falcon Custom

The Chassis



Classified Ads

—Continued from page 11

1964/1965 four door Falcon wagon wanted. Am looking for a wagon whose exterior is white or turquoise, with a blue, red, or aqua/turquoise interior. The car could need a total overhaul, or could be in pristine condition. I'm in Colorado but will go anywhere in the lower 48 to pick it up. Please contact Whitey Hagadorn at hagadorn@gmail.com or 413-348-1176. CO.

Looking for a 1965 Futura station wagon or 1969 Futura or a 1960 Falcon two door. Looking for something that needs work. Michael Murphy, 716-883-3689.

Information Wanted

I have a 1963 Falcon four door Custom Squire Wagon. Can someone tell me where I can purchase (2) front floor pans (both sides) for my wagon? I also need some suggestions on how to fix a bad leak originating from the windshield vent (in front of the windshield) which is responsible for the rusty floor pans? Please email plantep1943@yahoo.com.

I've recently purchased a 1963 Falcon convertible. For those who may know him, it was Carl Wright's car and I believe he was a member of the club. Carl was from Massachusetts and I live in Connecticut. I am in the process of trying to get the car registered in the state of Connecticut. In this state when you register a car from a different state, you must go through a VIN number inspection, which I thought would be a piece of cake. Well, even though both VIN numbers match the 19 year old title, the inspectors thought the door plate was not attached with the original rivets and the "v" frame brackets in the hood compartment did not have the original welds. I have two questions. Does any one have any good pictures of what those two spots should look like in original condition? Not being familiar enough, I have no idea if these are original or have been modified. Also, I've

heard that cars manufactured after 1962 have hidden VIN numbers elsewhere. Does anybody know if the 1963 Falcons had these hidden numbers? And, if so, where they are located? Thanks for any help anyone can offer and wish me luck, Tom McConnell, TMconll@aol.com. CT.

If anyone took a picture of the display of National Falcon Convention T-shirts at the 25th Anniversary Falcon Club National Convention in 2004 in Overland Park, Kansas, please send a copy to Susan Leslie (display creator) at quilter01@comcast.net or 1916 E. 152 Terrace, Olathe, KS 66062

Parts For Sale



1960s New Old Stock, Muntz Stereo-Pak 4&8 track, Model 60/69 under dash mount all chrome tape player in it's original box with mounting brackets, screws, plug, registration card, owners manual. New belt installed, play tested, sounds great! \$345. includes shipping. Additional pictures email Jim Saltis, saltisyoshi@roadrunner.com or call 951-323-3083. CA.

1963 Falcon Sprint convertible 8" rear end, complete from drum to drum, with the parking brake cables. \$599. 1965 Grille, fair condition \$125. 1963 Hood ornament, new chrome \$259. N.O.S. 1964 Grille make offer. 1963, 1964, 1965 N.O.S. Texaco 260, 289 HIPO air cleaner element \$35. 1964, 1965 Falcon, Comet console bracket (repro) \$85. 1964, 1965 Falcon Ranchero tailgate SS Trim \$85. 1963, 1964, 1965 Falcon, Comet qtr. Post

seals \$25. 1963, 1964, 1965 Falcon, Comet headlight wire grommets \$12. 1963, 1964, 1965 Falcon, Comet sway bar, black powder coated \$125. 1963 Falcon front fender spears \$199. 1963 Falcon, Comet 6 cyl. Equalizer bar with rod \$85. 1965 Falcon Ranchero deluxe front fender SS Trim \$150. More Falcon parts available call Vic Falcone 518-355-7756 or e-mail vfalcon64@aol.com. NY.

Four barely used mag 500 Spinner caps from Pro Products. Excellent condition. \$100 + shipping. David Moore, 816-820-1533. KC.

1962 two door Falcon sedan right rear quarter panel, no rust, no dents, ready to mount, \$200. 1965 Ranchero tailgate, no rust, no dents, ready to mount, \$150. Southern California location. Tom, 760-758-4499.

Good condition, original parts from 1964 Falcon: Stock rear end (four lug) with good brakes - \$100, Complete front suspension, tie rods, idler arm, spindles, etc. - \$200, Set of 4 - 14" four-lug stock wheels (like new), painted black, with chrome outer rings, and 4 (almost new) all season radials - \$250, Pair of 14" used, four-lug wheels with good all season radial tires - \$75, Set of four hub caps - no dents - \$50, Original radiator - \$100, Matched pair of front coil springs - \$50, original AM radio - \$25, shock towers - \$40, Brand new, still in shipping carton, passenger side front floor pan - \$75. Ken Holquist 717-658-7460 or k_holquist@yahoo.com Carlisle, PA.

ALL N.O.S. CODZ-3047-A upper control arm shaft kit, \$65. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CODR-7A039-B trans. ext. assy., \$75. CODZ-1126-B rear brake drum \$80. CODZ-5630-C rear spring shackle

kit, one pair \$40. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

NOS Deluxe Falcon Wheel covers, 1960, '61 & '62. Still in the boxes; will send pictures upon request. \$200 per set. We have a 30 year collection of Falcon parts; what do you need? Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

New Total Control Products Power Rack and Pinion unit for 1960 to 1965 Falcon and Comet, (part number TCP-RCKP-03), power steering pump, mounting bracket, reservoir, modified steering column, intermediate shaft, couplers and all mounting hardware. \$2000. Alan Aniol 734-552-4177 or joanalan@att.net Southgate MI.

1965 FALCON rear deck chrome. In nice driver condition. All studs and speed nuts in place. This piece came off of my 1965 Sprint Convertible as seen at the Dover FCA Nationals. \$200 plus shipping. Art Dammers, 2 Lindsay Circle, North Granby CT 06060. Please email art327@cox.net. CT.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357 636-228-4501 or dbranson@mail.win.org.

Set of four 1965 Ford Spoke hubcaps, 14 inch. Very good condition, \$100. Set of four 1963 Chevy SS spinner hubcaps, 14 inch, \$100. Pair of 1963 perfect vintage tags. Maryland, blue/white numbers and letters, \$100. Can be seen at 3125 Apt. D, Normandy Wood Dr, Ellicott City, MD 21043. Ed Tucker, 410-465-5732.

V 8-260 cubic inch engine, \$425. 1963 Falcon trunk lid, \$ 75. 1963 Falcon engine hood, \$75. 1963 Falcon front bumper with brackets, \$135. 1963 hood scoop, I have three of them, \$ 25.each. 1963 Falcon front fenders, both sides; need work, \$ 75.for both. Bell housing C5DA-6394-A, \$45. Clutch Fork, New; Part Number C5OZ-7515-B, \$40. Tom Maslanka, 860-372-8086. CT.

—Continued on page 17

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1969 FALCON AUSSIE "GT" TRIBUTE

I thought you might like to see our latest creation. For years now I have been fascinated by the popularity of Falcons in Australia, and as you know from previous writings, have friends there that send me parts that fit my car.

This car was a fun project for my son and I. Seems in Australia the color true Blue is a rare color to find an original XW Falcon in. They from what I have heard have only made thirty six of these cars in that color, the GTHOs—four door race cars. Why do this to a four door? They were only available in the four door model and they are known as the fastest production four door race car of its time, winning Bathurst races.

We chose to use an Aussie XT model grille and taillights. On the rear boot (trunk) we put on a spoiler like they would have back then for racing. When we added the extra fog lights—that took it a step further. This car you can definitely see coming at you down the road and you can definitely see the road at night from behind the wheel.

The stripes were done by a friend who owns Wicked Designs in Fort Wayne and are meant to resemble the stripes on the famous XW races of Australia.

Notice the attention to detail on the hood with the bold stripes down to the Aussie SuperRoo on the front right and left fenders. The car has already turned a lot of heads and we enjoy driving it around. We plan to put bucket seats in it, along with a console and drop a 351 engine into it that we happen to have waiting—freshly rebuilt—in our garage.

I hope people enjoy looking at the car as much as we did putting it together. My son, Dillon, came up with the idea and I thought it was silly at first. But now knowing that I will never own the real thing, since they are going out of sight over there at auction these days.

I have seen one sell for \$750,000.00 dollars—yes for a Falcon.

Take care and happy driving, mate.

—Bill Honor (FCA #6393)
Fort Wayne, Indiana



More photos on back cover

Classified Ads

—Continued from page 15

5 four lug wheels and tires, \$250. 1 four lug rear axle with new brakes and lines, \$100. 2-9" front hubs/spindler rebuilt with new brakes, \$75. 4-13" Futura hubcaps, no dents, nice, \$60. one 6 cyl. auto radiator, very little use, like new, \$125. Dean Abbott, 260-982-2328 or 260-578-2328. IN. Excellent parts from original 1964 Falcon convertible. Rear end with new brakes. drums and carrier bearings - \$150. One pair four lug front spindles and drums with new brakes - \$75. Five 13" four lug wheels and tires - \$80. Front bench seat with tracks - \$150. Heater assembly with controls and panel - \$100. Call Wayne at 865-856-3030. Near Knoxville, TN.

Completely restored, refurbished, re-everything'd heater box assembly. From a 1962 Falcon, this heater box should fit 1960-63 Falcons, just be sure of your application before purchase. Does not include cables, \$275. Photos available via e-mail. Shipping/handling costs determined by buyer. Contact: Steve Brown, 541 440-2697 or by e-mail, theobrowns@charter.net OR.

1965 FALCON gas cap. NOS C5DZ903-A1. This piece is new and comes in the original FoMoCo blue and white box. \$200 plus shipping. Art Dammers, 2 Lindsay Circle,

—Continued on page 18

Need Extras of The National Falcon News?

A limited number of extra copies of The National Falcon News are available for \$3. each to cover shipping and handling. Please request extra copies soon after publication date, they can run out rapidly. Please make checks out to FCA and send to the Editor at the address on page 8.

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Classified Ads

—Continued from page 17

North Granby CT 06060. Please email art327@cox.net. CT.

1962-1963 Ford Falcon Fiberglass Fenders. Have a pair of new, never been mounted, US Body Source fiberglass fenders. \$700.00 OBO, for more info or pictures, Zac, 763-516-4474 or zman55316@msn.com. Champlin, MN.

Parts Wanted

I still have my 1962/63 Falcon but after giving my whole back axle to a repair shop, they mislaid it. I am in dire need for another four stud complete back axel. Does any member have one I could buy, for a reasonable sum, and/or know how I could get it back to Eng-

land? David Bell, bellfalcon@btinternet.com. UK.

Wanted: LEFT side '62-3 NOS fender emblems. I have 4 NOS '62-3 RIGHT side fender emblems. Will buy, sell, trade for LEFT side fender ornaments. Let me know what you may have. Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window

parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com.

Four 14" simulated wire wheel covers (standard on 64-65 Sprints) for 1964/65/66 Falcon or 1963/64 Fairlane, part number C3OZ-1130-K, red centers with Ford crest. Jim Elliott, jim_celliot@bellsouth.net, or 225-343-6900. LA.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket

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Classified Ads

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seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com.

WANTED - The trim pieces that ran across the back of a 1963-'64 Falcon hardtop, and probably Comet, with a vinyl roof or (maybe) two-tone paint. This included three or four pieces, two plated corner pieces with three mounting lugs on the back that were located where the rear window meets the top of the rear fender, probably part #C3DB-63517A30 and 31, and either one or two stainless pieces that ran across between the window and deck lid. Call Glenn, 541-336-1100 or gh666@earthlink.net. OR.

Miscellaneous For Sale

Shop manual: 1964 Comet and Falcon Shop Manual. Brand new, \$35 delivered. Soft cover book: Ford Ranchero 1957-1979, A Photo History, 188 pages, all about Rancheros, lots of photos, \$15 delivered. Joe Kovarik, jpkovarik@comcast.net. IL.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

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The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. <http://www.falcon6handbook.com>. Order your copy there. The Handbook has 107 pages on how to get more power out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

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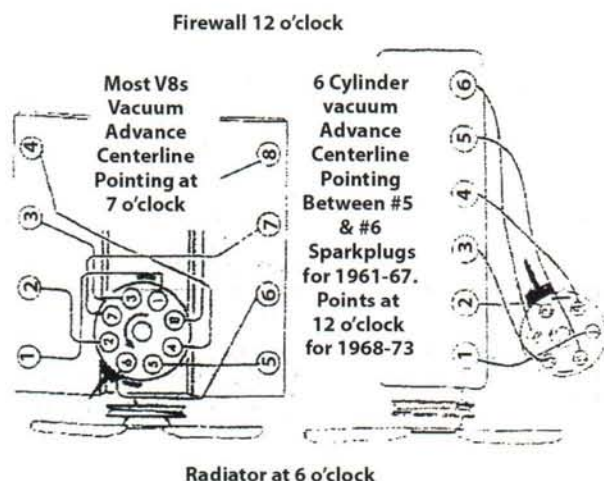
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TIMING TECH TIP

—Continued from page 3



The number one problem in the industry concerning engine driveability is ignition timing. Timing lights do not work! The reason is that the timing marks are located on your harmonic balancer and since the harmonic balancer is mounted in rubber, over the years they MOVE.

Whenever our clients call us concerning driveability problems—hesitation, flat spots, surges—99% of the time, the problem is ignition timing. We will share with you an accumulation of many years of experience and if you follow our GOOF PROOF method, you will be rewarded with the best drivability and performance you have ever experienced.

THE THEORY

All Ford engines will run better, deliver more power and give better fuel economy with the timing advanced BEYOND factory specifications. Premium unleaded fuel is recommended, especially in six cylinder engines. After you have read the procedure, your engine will perform the best when the engine will either just barely "ping" on full acceleration or not quite "ping." The pinging indicates timing advanced too far.

THE PROCEDURE

IMPORTANT: If you have a timing light, do not use it EVER. All you will need is a half inch wrench or distributor wrench, a vacuum gauge and most importantly, your ear.

To get you oriented, standing facing the radiator—we will call the firewall 12 o'clock and the radiator 6 o'clock (See Diagrams). The reference point on the distributor is the vacuum advance diaphragm unit. More specifically, either the steel vacuum line as it enters the distributor or the nipple for a vacuum hose on the advance diaphragm is the reference centerline.

1. On the V8 engines (with distributor in front) the centerline should point at 7 o'clock. The centerline of the vacuum advance should point at your left pocket.
2. On six cylinder engines 1961-1967 the centerline should point halfway between #5 and #6 spark plugs, the last two closest to the fire wall.
3. On six cylinder engines 1968-1973 the centerline should point at approximately 12 o'clock (some engines may be closer to 11 o'clock).

NOTE: It is assumed that your distributor is in the correct tooth/gear position. If when rotating the distributor to advance timing, and the distributor vacuum advance unit hits the thermostat housing (V-8) or block (6 cyl) and at that position the engine runs the fastest and best, your distributor has been installed in the wrong tooth. It must be moved one to two teeth to allow proper timing adjustment.

The timing adjustment is easy. With the engine at operating temperature and at idle; loosen the half inch bolt that holds the distributor in place.

1. On V-8 engines -rotate the distributor clockwise until the engine idles the fastest. (This direction advances the timing.)
2. On six-cylinder engines (144, 170, 200, 250) rotate the distributor counter clockwise until the engine is the fastest (this direction advances the timing.)

Don't worry if you rotate the distributor too far, the engine will start to run rough and buck at idle. It is telling you it does not like the timing that far advanced.

Snug down the half inch bolt. Take the car out and drive it. If it "pings" move the distributor back just a tiny bit (that's counter clockwise on V8s and clockwise on six cylinders) go out and drive it again.

When the engine just barely "pings" or just barely does not, leave the timing light there. That's it.

If you have a vacuum gauge, you will want to adjust the timing until maximum vacuum is attained. This means that at idle, the engine is running the most efficiently. The maximum engine vacuum is also drastically affected by air/fuel ratio. At idle, the idle mixture screws or screw on six cylinders, also, needs to be adjusted to attain maximum RPM and maximum vacuum. Adjust the idle mixture screws AFTER adjusting the timing.

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1969 FALCON AUSSIE "GT" TRIBUTE

Bill and Dillon Honor built this "Aussie GT Tribute" after many years of admiring Australian Falcons.

